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SOVIET-EUROPEAN COMMUNIST COUNTRIES

SOVIET HELICOPTERS ATTEMPT TO FORCE DOWN U.S. ARMY AIRCRAFT WITHIN THE BERLIN CONTROL ZONE

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On 24 December, four Soviet helicopters attempted to force down a U.S. Army plane that was operating within the Berlin Control Zone. Collateral information indicates that the aircraft was the U.S. Army UV-20 (Lark Spur) aircraft. Prior to the incident, the Group of Soviet Forces, Germany (GSFG) Army Aviation Oranienburg Assault Transport Helicopter Regiment was probably conducting local airfield activity in the Oranienburg area. At 1318Z on 24 December, an Oranienburg based MI-8 (Hip-C) reported a "biplane" flying towards him with his landing lights on. The MI-8 pilot was instructed to lead the plane to Oranienburg for a landing. A second helicopter was granted permission to assist in bringing in the aircraft. When the UV-20 did not respond to the helicopter's actions, the Soviet pilots were instructed to "put pressure on the plane, but not to close inside 200 meters." At 1333Z, the UV-20 continued on its flight route and the two Soviet helicopters landed at Oranienburg.

Between 1340 and 1354Z, two additional Oranienburg helicopters attempted to force down the plane as it operated over the Berlin Control Zone. One helicopter pilot was instructed to lead the plane for a landing at Oranienburg with a second helicopter assisting. Both helicopters landed at Oranienburg at 1354Z, and at 1411Z the UV-20 recovered at Tempelhof Central Airport. (2/PP/1349-84, 250545Z)

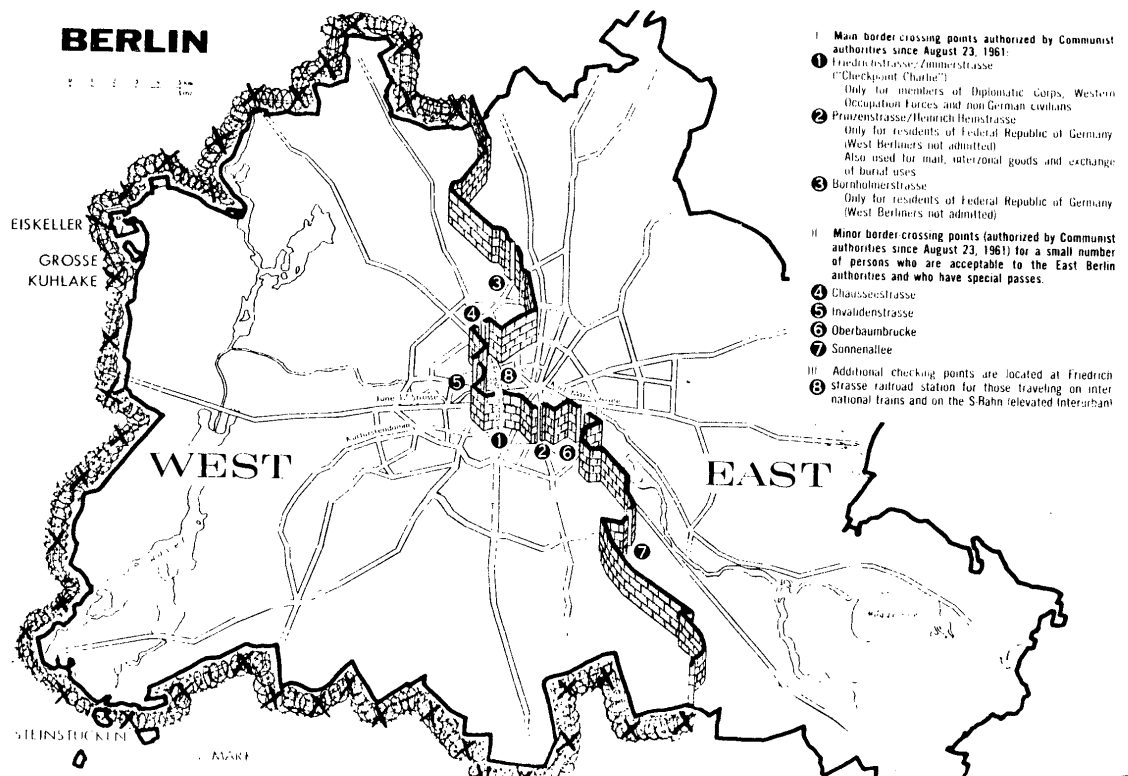
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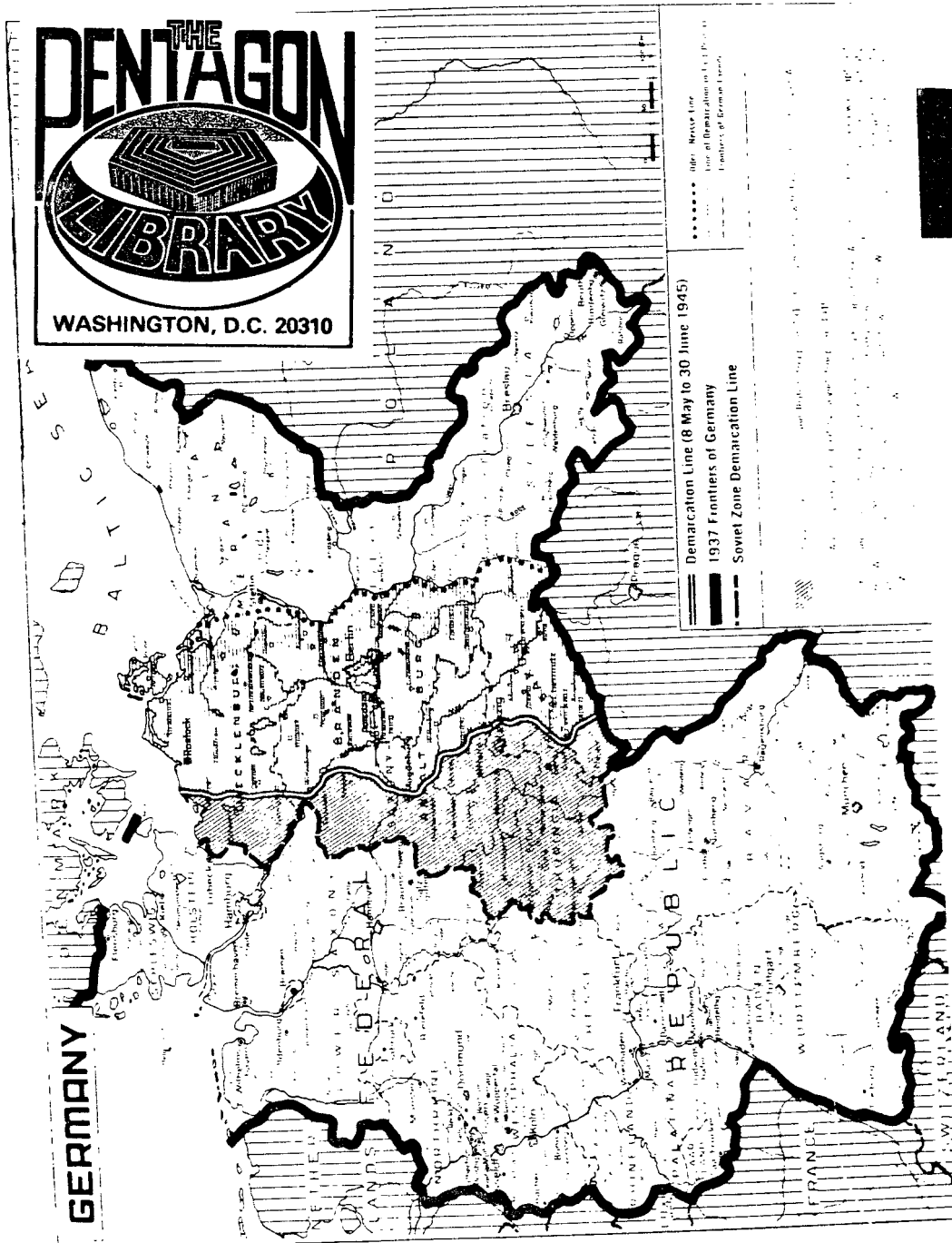
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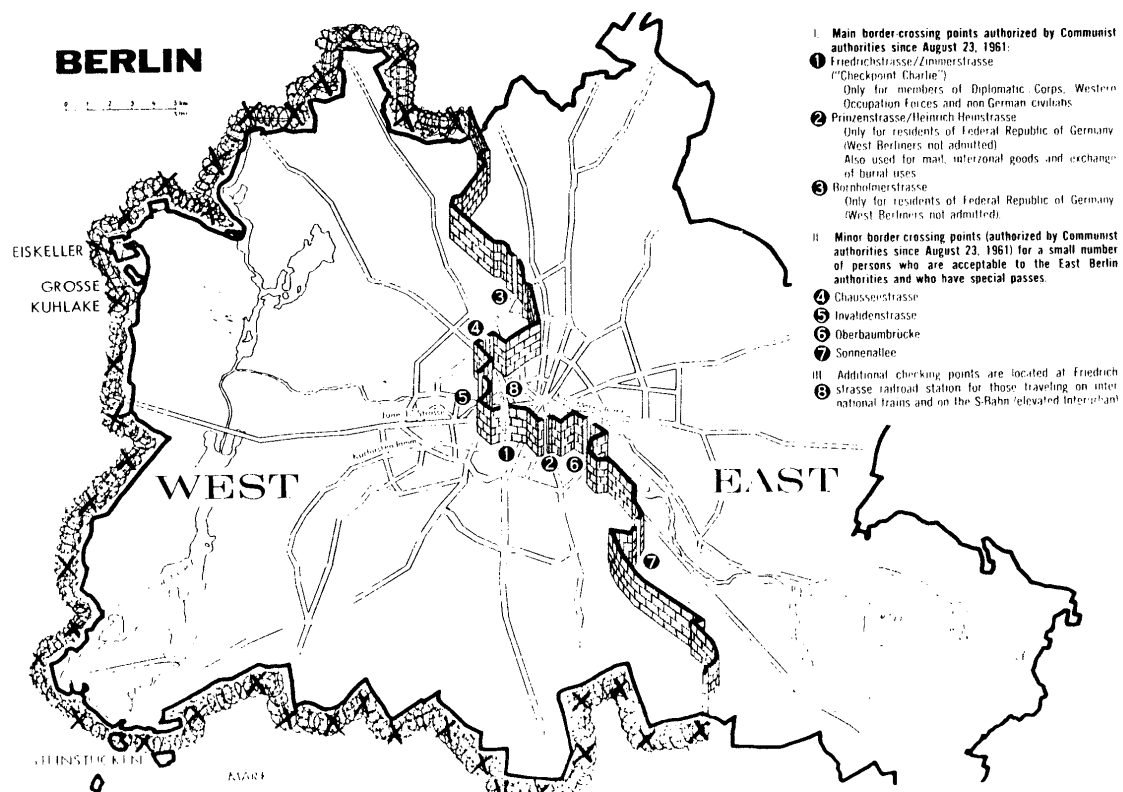
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Teltow Canal Negotiations

During the Four-Power negotiations on Berlin 1970-71, the Allies hoped to provide for improved water access. One of the ideas proposed, it may be recalled, concerned the opening of the Teltow Canal. It runs through southern West Berlin, connecting the GDR and East Berlin. It has not been open for transit in its entirety since 1945 because the GDR, which claims jurisdiction over it, would not allow traffic to move on that part of the canal

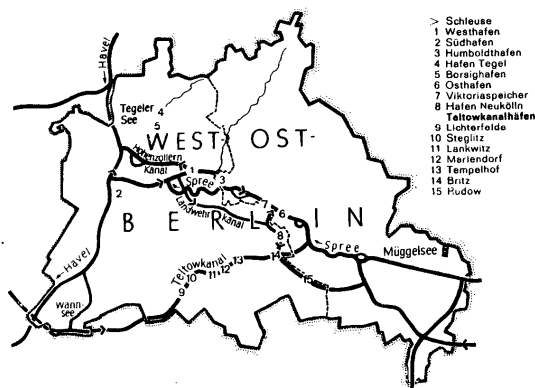


Fig. 2 Berliner Waterways

in East Germany so long as the Teltow Canal Company in West Berlin continues to control that portion of the canal in the Western Sectors. Although the Allies were unsuccessful in winning Soviet approval for opening the GDR portion of the canal, German representatives eventually consented to take up negotiations on the matter in 1975.

From the very beginning, these talks posed a number of not unimportant problems for the Allies. In the main, these stemmed from the fact that the GDR hoped to use this issue as an instrument to deny the competence of the West German government for access as provided for by the Quadripartite Agreement and the ensuing transit accords. To the East German régime, the opening of the canal, which would reduce travelling time for barges, did not concern the connection of a Berlin waterway with transit traffic between the FRG and West Berlin (as the Allies maintained) but represented an improvement of traffic between the GDR and West Berlin. Consequently, the communist side refused to accede to negotiations with Bonn (which heretofore had been exclusively competent of German authorities for matters of access); it would only deal with representatives of the West Berlin Senat.

This tactic put the Western Three on the spot for they again did not want to appear opposed to negotiations leading to practical improvements in and around Berlin. But at the same time, they were concerned about the political implications of giving support to the East German plan to change the status of Berlin by allowing the Senat, in its relationship with the GDR, to be shoved into the role of a sovereign state government acting independently of the Federal Republic. In the end, after long internal deliberation the Allies decided they "could not be more German than the Germans." Thus, they gave the green light for the West Berlin government to negotiate the canal project on behalf of the FRG. Detailed letters of instructions to the Senat they carefully described its mandate. It would only be permitted to discuss technical matters with the GDR. Legal and political problems connected with the transit character of the canal would remain matters for Bonn to discuss with East Berlin.³

Having come reluctantly to this decision, the Western Three backed sceptically, waiting for other complications to develop. Sure enough it was not long before further snags occurred. The move, which was construed by the Allies as an attempt to lend credibility to its three-state theory, the GDR proceeded to clear another political hurdle: it now demanded a high-ranking official as a negotiating partner, thus elevating the discussion to the level of international exchanges. The Allies, the FRG

been enlarged to handle long-range jet passenger traffic and has the longest runways in the Greater Berlin area. Through a special crossingpoint (erected in June 1963) it attracts tourists and residents from West Germany. In 1974, about 186,870 passengers used this gateway to go to the East German airport.¹¹

The GDR airline Interflug and airlines of other communist nations operate regularly scheduled and charter services at Schönefeld. They provide connections principally with Eastern Europe,

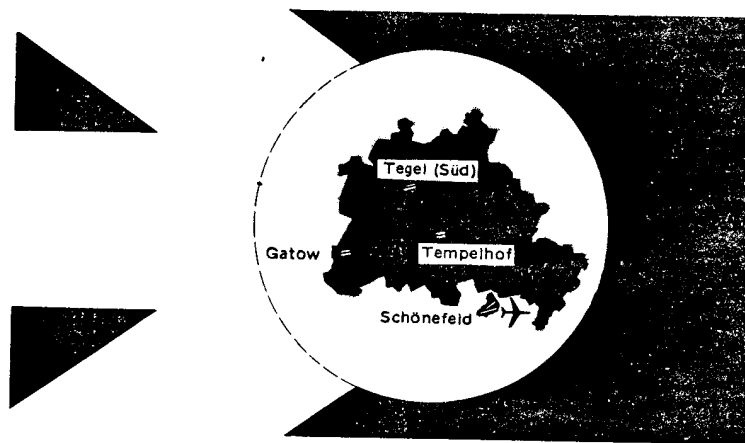


Fig. 4 Berlin Airports and Berlin Control Zone

the Soviet Union and the Near East. In addition SAS, AVA, Finn Air, Iraq Airlines, Syrian Arab Airlines and THY Airlines operate scheduled flights at the East German airport. Although the Allies discourage major Western airlines from making shuttle runs to East Berlin, a few carriers including KLM, SAS and Sabena run occasional charter flights to and from Schönefeld.¹²

¹¹ U.S. Mission (Berlin), Berlin Accessways, Transportation, Communications and Utilities (Berlin: Economic/Commercial Section, 1976), p. 24.

¹² In so far as the East German government refused to publish figures regarding the number of passengers using Schönefeld Airport, the International Organization for Civil Airports (ICAA) stepped forward in June 1966 with the appropriate statistics. According to its records, a total of 1.6 million passengers, including transit guests, were processed in Schönefeld during 1975. This represents an increase of 11.2 per cent over the preceding year.

The problem Schönefeld attracted headline attention in 1974 because of the traffic for Turkish Airlines, which threatened to break down if they felt they could not get a special discount of the Turkish THY for flights to Istanbul/Ankara. The West Berlin government threatened discontinuation of the special discount to Ankara and East Berlin would mean an estimated loss of millions of marks to the city.¹³

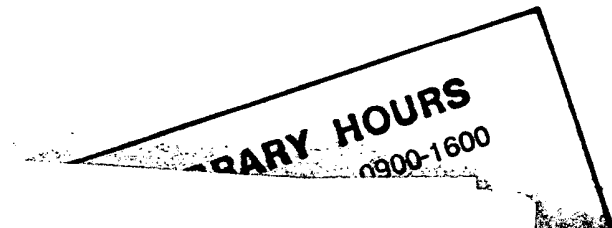
In retrospect, one can say that the traffic over Schönefeld was more than enough to justify the months." Although the authority of the Senat or Allies

The Senat found it difficult at this time because of the complexity of the airport complex, which was built in 1945. The Airport (French Sector) was catching once officially a beautifully modern concrete and glass structure. The existing strips have been built to accommodate one built to accommo-

By contrast, West Berlin during the same period

¹³ Der Tagesspiegel, December 1974.

¹⁴ During 1977 95,000 passengers departed from Tegel Airport in 1978.



Only about 500 individuals applied for and received special permission to visit East Berlin and the GDR for more than thirty days in the first year. The East German régime has not made available figures for later periods.⁷

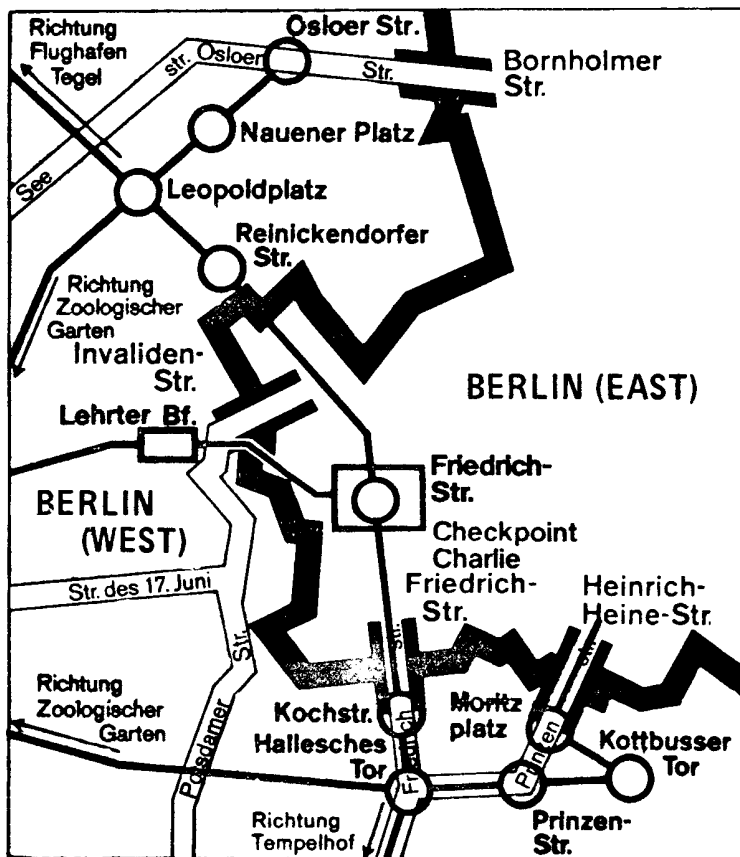


Fig. 5 Main Intercity Crossing Point

The procedure used in applying for visitor permits has become established routine, and the five East German offices responsible for handling West Berlin applications generally have worked

⁷ West Berlin Senat, Bericht über Durchführung des Viermächte-Abkommens und der ergänzenden Vereinbarungen zwischen dem 3. Juni 1972 und dem 31. Mai 1973 (Berlin: Abgeordnetenhaus, 1973), p. 8.

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axle-kilometer basis, averaging about five million West marks annually.

The new arrangements, which go a long way toward removing some of the "red tape" from international (UPU) postal regulations so as to facilitate intra-German mail (which exceeds the volume of any comparable two states), also provide for other important improvements in mail transport. For instance, sealed mail cars may now be attached to trains using routes other than the Helmstedt link. (This should improve service especially from southern Germany.) In addition, mail can be moved by truck over GDR highways.

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| 2 Tiergarten | 8 Spandau | 17 Lichtenberg
(Ost-Berlin) |
| 3 Wedding | 9 Wilmersdorf | 18 Weißensee
(Ost-Berlin) |
| 4 Prenzlauer Berg
(Ost-Berlin) | 10 Zehlendorf | 19 Pankow
(Ost-Berlin) |
| 5 Friedrichshain
(Ost-Berlin) | 11 Schöneberg | 20 Reinickendorf |
| 6 Kreuzberg | 12 Steglitz | |
| | 13 Tempelhof | |
| | 14 Neukölln | |
| | 15 Treptow
(Ost-Berlin) | |

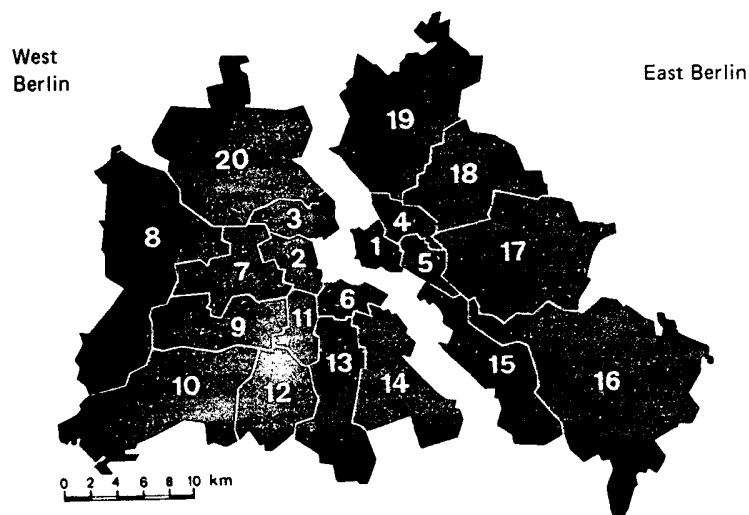


Fig. 6 The Administrative Districts of Berlin

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Fig. 7

Location of the exchanged territory. This rough outline shows the position of the six West Berlin exclaves and two East German enclaves (Eiskeller) as well as the other small areas (two attached to Eiskeller and one to Frohnau cemetery) involved in the exchange of territory by East Germany and West Berlin. Of the original twelve exclaves belonging to West Berlin (six to the American Sector and six to the British Sector), only six exclaves remain attached to the city after the ratification of the Berlin arrangement.

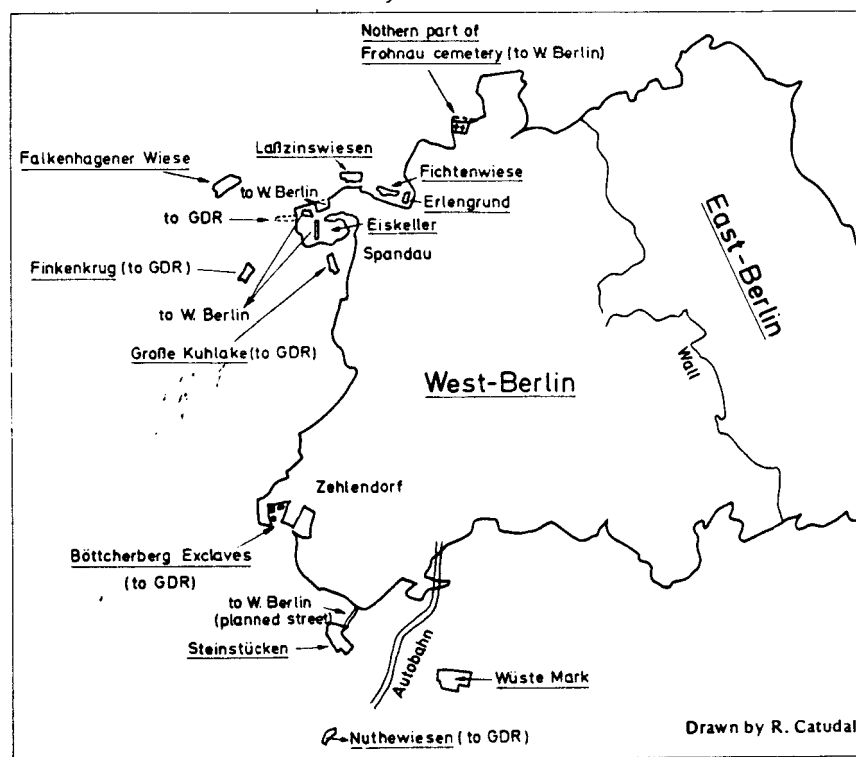
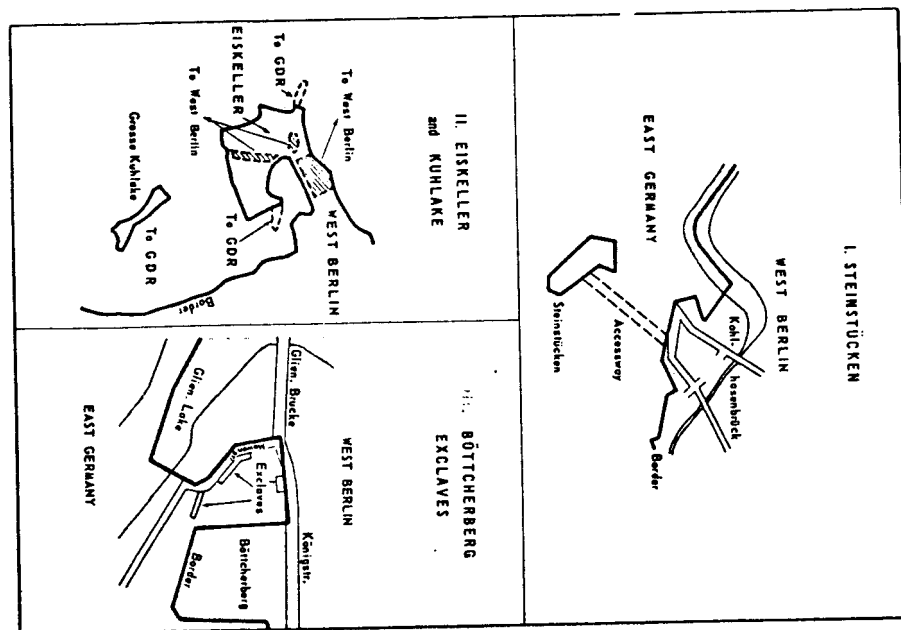


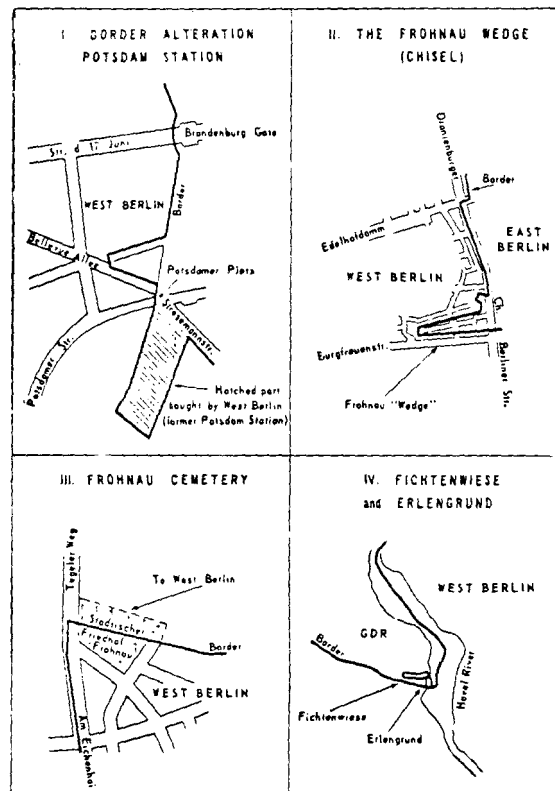
Fig. 8



- I A new road to Steinstückchen. Since September 1, 1972, the 190 inhabitants of Steinstückchen enjoy free and unimpeded access with the rest of West Berlin via a corridor, one kilometer long and 20 meters wide.
- II Broader access to Eiskeller. As a result of the inner-German accord of June 3, 1972, the 12 residents of Eiskeller will soon have a broader accessway linking them with the main body of West Berlin.
- III A redrawing of boundaries in the Böttcherberg area. Having traded to East Germany the three Böttcherberg exclaves shown in this sketch, the West Berlin Senat is now trying to acquire the entire area around Böttcherberg.

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Fig. 9



- I A border alteration in downtown Berlin. A recent territorial purchase brought the area around the former Potsdam Station to West Berlin. Earlier negotiations had centered on the neighboring territorial triangle.
- II The Frohnau Wedge (Chisel). An important object of future East-West territorial exchange is the Frohnau Chisel.
- III Boundaries around the Frohnau Cemetery redrawn. A provision of the first inner-German agreement on the exchange of territory enables West Berliners with relatives buried in the northern part of Frohnau Cemetery to visit their grave sites for the first time since the East German border was closed in 1952.
- IV Erlengrund and Fichtenwiese: the week-end and summer homes of some 400 West Berliners. East-West negotiations are in progress with regard to these two exclaves in the hope of obtaining a Western-owned corridor to them.

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The Soviet Union maintains that the twenty-mile-wide corridors are in fact "tubes" with a floor of 2,000 feet and a ceiling of 10,000 feet. By contrast, the Allies recognize no such limitation and maintain the right to fly at any level in the three corridors. However, as a practical matter they have not pressed their claim in the last seventeen years — even though this means that a number of their aircraft, in meeting these limitations, must operate under conditions which are inefficient.

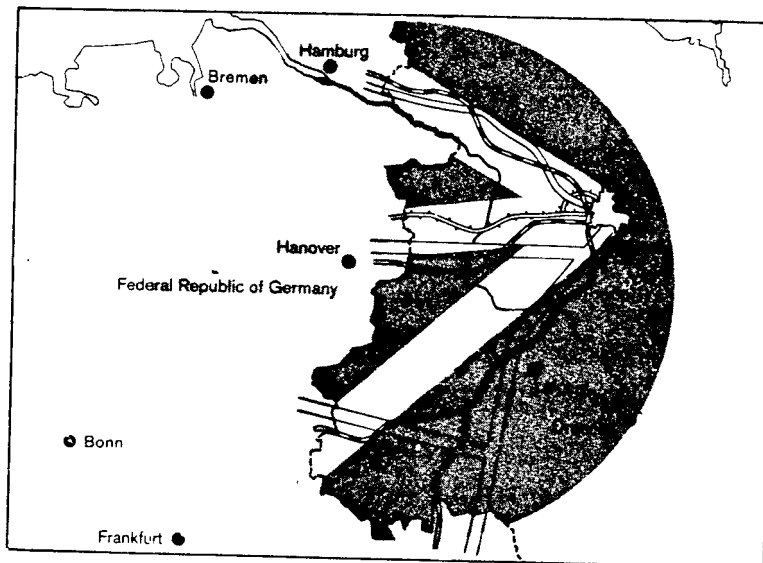


Fig. 3 Berlin Air Corridors

This situation came about as a result of a crisis with the Russians in the spring of 1960. At that time, the USSR challenged the right of the Allies to fly beyond 10,000 feet in the corridors, arguing that by doing so they violated East German airspace. To back up their position, they buzzed several Allied planes and warned that planes travelling above that ceiling were in danger of collision with Soviet and East German aircraft. After reportedly "giving the matter great study," President *Eisenhower*, who was to meet with Chairman *Khrushchev* two months later at a summit conference, decided to bar any further high-level flights "for the time being."

If *Eisenhower* sought to give the public that there was "no operational necessity" above the disputed ceiling, the real issue was the refusal of the British to deflecting the Soviet challenge. As one says: "We have the British to thank for flying above 10,000 feet in the air corridors."

The Four Powers have the right to permit flight in the three air corridors of the Western Three (and the quadripartite permission granted subject to Four-Power procedure of the Allied Control Authority created by the Berlin Air Safety Conference quadripartite bodies in the di-

- 2 For details see The New York Times, an Allied official familiar with air traffic. Commercial jet transports were not allowed to fly above 10,000 feet. access to Berlin was exercised continuously, carried out in practice below 10,000 feet.
- 3 Post-war civil air operations in Berlin began at Tempelhof Airport (known as the Kaiser's parade ground) in 1945. The United States carrier American Overseas Airlines merged with Pan American. On September 1, 1945, BEA began commercial operations from Tempelhof in July 1951. The third air corridor was scheduled services to and from Berlin in 1948. Services at Tempelhof on January 5, 1948, upon introduction of the Caravelle jet in 1975, Tempelhof ceased to serve as a base for military aircraft. Nevertheless, although Tempelhof served the military, the American airport was an alternate facility to civilian aircraft.

The other is Spandau Prison, where Rudolf Hess, former Deputy Führer of Nazi Germany, a convicted crimes prisoner still imprisoned there. A 400,000-a-year bill is paid for by the Western Allies, entered jointly by the Four Powers, and administered in its supervision. Each country appoints wardens, cooks and medical personnel. A detail of forty-five soldiers to guard the prison is sent to Spandau.